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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY	East Germany	REPORT	<input type="text"/>	25X1
SUBJECT	Vietmannsdorf Airfield	DATE DISTR.	25 February 1954	
DATE OF INFO.	<input type="text"/>	NO. OF PAGES	5	
PLACE ACQUIRED	<input type="text"/>	REQUIREMENT NO.	RD	
		REFERENCES		25X1

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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
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(FOR KEY SEE REVERSE)

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1. Runway:

The runway was not to be completed until January or February 1954. Scraping of the joints between the concrete blocks was taking longer than anticipated. Twenty grinding machines were available, but some of them were always un-serviceable, and delays were often caused by a shortage of grinding wheels. Previously, the joints had to be ground to a depth of 15 centimeters, but later the depth was increased to 16 centimeters. No work was being done on the taxi tracks.

2. Fuel Store:

The road leading to the fuel dump (point 18) had been concreted. The road was ten meters wide and had a concrete thickness of 15 centimeters. Work was still proceeding on the four tanks, one of which was finished except for the roof. (See sketch of tank in Annex II.)

The three fuel discharge points and the three delivery points (18 A) beside the railroad line had been completed. East of them, a small concrete ramp with driveway had been built along the railroad line. On the other side of the railroad line lay a temporary waiting room (25): this was the stop for personnel working on the airfield.

3. Roads:

The road through the woods which ran in front of the staff buildings to the Gross Doelln-Vietmannsdorf road had been concreted (28). This concrete road was to be continued to the depot under construction in the woods to the West of the airfield. The route was not yet known. In addition, a road was to be built up to the highway leading to Zehdenick.

25 YEAR RE-REVIEW

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STATE	ARMY	X	NAVY	X	AIR	X	FBI		AEC						
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(Note: Washington Distribution Indicated By "X"; Field Distribution By "#".)

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4. Tree-felling:

Tree-felling near the southeast corner of the taxi-track had been considerably extended (27). This clearing lay in Forest Districts 153, 154, and 155.

A second area was being cleared to the northwest of the runway (26). This comprised the whole of Forest District 222 and the western half of Forest District 221.

In both clearings, the trees were being felled and the tree stumps removed.

5. Security:

A new guard unit, about 80 men strong, with black/red shouldboards, had been located on the site since 11 December. The old unit had departed. The reason for the relief was said to have been poor security on the site. The new Soviet soldiers took their duties very punctiliously. The number of roving sentries had been increased and there was a stronger guard at the depot construction site.

6. Building Material:

No more cement was arriving at the airfield, and the cement silo (12) had been nailed up. Gravel and coarse and fine crushed rocks were still being brought to the site by rail. These were unloaded in the double deep silos. (See Item 12 A in Annex I, and Sketch 3 in Annex II.) Some gravel and crushed rocks were also stored at the new depot site near the railway siding.

7. Water Pipe-Line:

The water pipe-line, which ran straight to the building site from the Gollinsee, had been shut off to avoid damage by frost. For alignment of pipe see Item 29.

8. Electric Cables:

A four-wire-strong power cable ran along the north of the runway. The cable was attached to poles, each of which carried two lamps, one pointing north and the other south. The lamps were used to illuminate the building site. The building telephone line, which consisted of rubber cable, was also attached to the poles. Over this line, it was possible to speak from the building site to the building supervisors.

9. Rail:

At the Vogelsang station, there were between 400 and 500 new railroad tracks stored in the open. It is believed that these rails were intended for the further extension of the airfield railroad system.

On the average, two trains, each with 20 to 25 truckloads of cement, gravel, etc., arrived at the airfield every day.

10. Legend to Annex I:

1. Runway, 3465 meters x 80 meters x 42 centimeters.
2. Taxi-track, 3465 meters x 21 meters x 38 centimeters.
3. Taxi lanes, ? x 21 meters x 38 centimeters.
4. Tracks for fuel trucks, ? x 10 meters x 15 centimeters.
5. Hardstands, 13 diagonal strips, with earth between them.
6. Hardstands, exact shape and size uncertain.
7. Barbed wire fence, 2.50 meters high.
8. Gates.
9. Swing pole barriers.
10. Clearing in the woods.
11. Cleared runway extensions.
12. Large shed for storing cement, etc.

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- 12A. Gravel and crushed rocks.
13. Airfield station.
14. Railroad spurs.
15. Road to station.
16. Transformer.
17. Pumping house.
18. Four fuel storage tanks.
19. Stone barracks.
20. Wooden huts for airfield workers.
21. Transformer.
22. Electric high-tension cable on posts.
23. Clearing about $1\frac{1}{2}$ kilometers long for hardstands.
24. 26 x 10-centimeter pipes, laid underneath the runway.
25. Temporary railroad waiting room for BAU UNION workers.
26. New clearing in woods northwest of runway (wire fence removed).
27. New clearing in woods southeast of runway (wire fence removed).
28. New concrete road to barracks.
29. Water pipeline from Gross Gollinsee.
30. Water pump and well near barracks.
31. Fuel storage dump under construction.
32. Fuel storage dump under construction.

Note: Position of railroad in relation to perimeter fence as well as railroad alignment, are estimated.

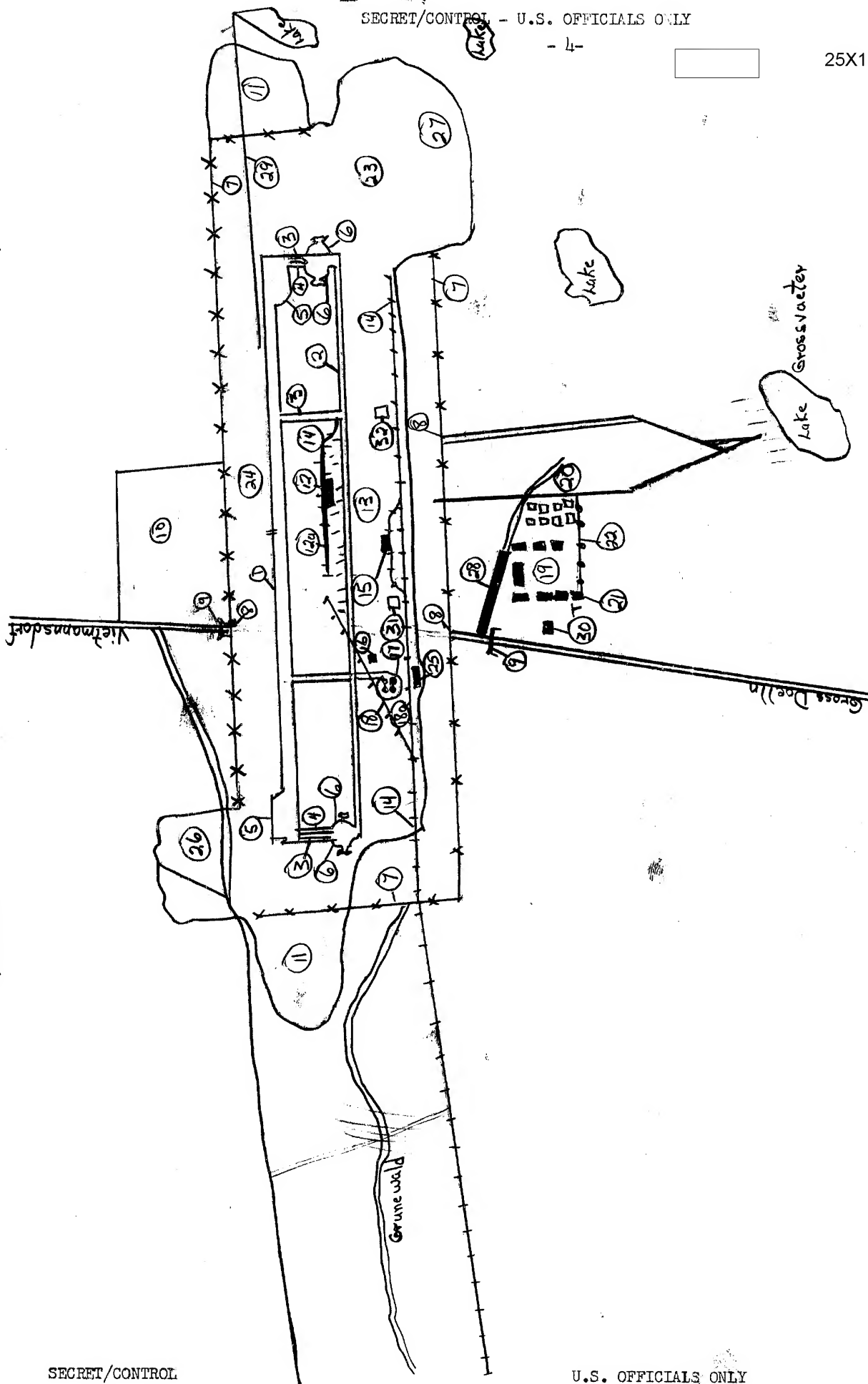
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Annex I



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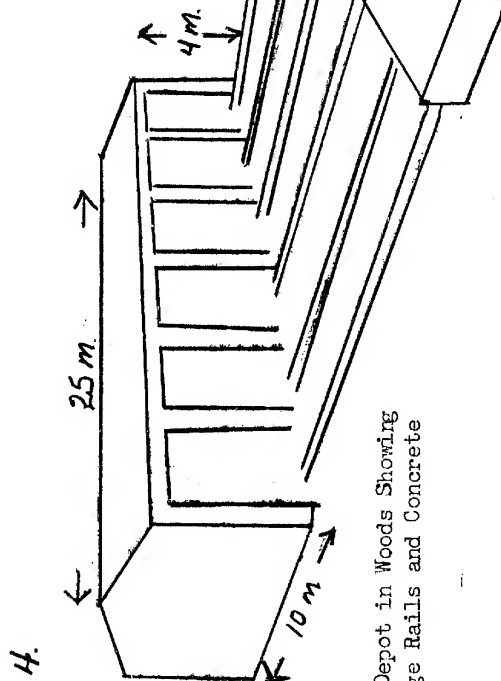
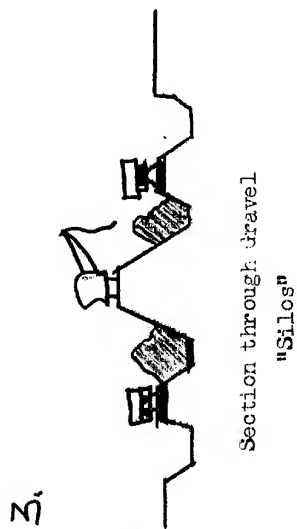
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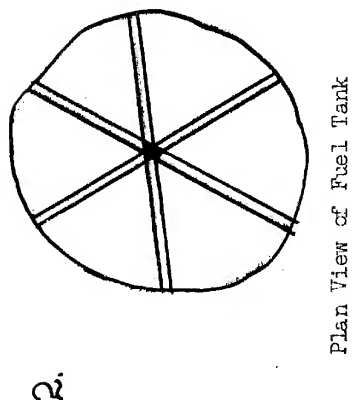
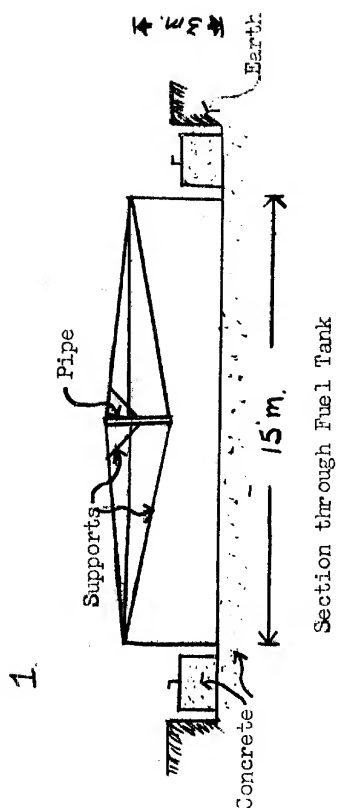
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Hangars at Depot in Woods Showing
Narrow Gauge Rails and Concrete
Ramp



Annex II

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